

ALLISON PLANOS

AN INSPIRATION TO THE ARTIST.

MUSICAL STUDENT AND AMATEUR.

SPECIALLY MANUFACTURED FOR THIS CLIMATE.

CASH OR EASY TERMS.

MOUTRIE'S

SOLE AGENTS.



HANAN

Boots

Shoes

Pumps

We are now showing the latest models for Autumn and Winter.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

18, DES VUEX ROAD.

Telephone 28.

REMINGTON, MONARCH

AND SMITH PREMIER

TYPEWRITERS

ENQUIRIES AND INSPECTION INVITED

MUSTARD & CO.,

4, DES VUEX ROAD CENTRAL

TELEPHONE 1168.

AGENTS IN FOCHOW, AMOY, SWATOW AND CANTON:

BRITISH-AMERICAN TOBACCO CO

FOOK LEE & Co.

Established 1871.

IRON & STEEL PRODUCTS, HOUSE & SHIPBUILDING

& ENGINEERING MATERIALS.

HEAD OFFICE:

Nos. 2a, 2 & 4, Hillier Street.

Phone 1174.

BRANCH OFFICE:

York Building, Chater Road.

Phone 1950.

PRICE SENT ON APPLICATION.

FOURTH LIBERTY LOAN

4 1/4%—U.S. \$6,000,000,000
CLOSES IN AMERICA 19TH OCT.Applications will be received by THE INTERNATIONAL
BANKING CORPORATION up to 15th October on the
following terms:—

- 10% on application
- 20% " 2nd November.
- 20% " 19th December.
- 20% " 16th January.
- 30% " 30th January.

and loans will be granted against this security to enable
purchasers to pay in instalments covering longer periods.
Particulars and forms on application.

DEATH-DODGING IN THE AIR.

PILOT'S SEVEN MINUTE
ADVENTURE.

[BY MILL EYRON.]

For the third time I turned and made at my adversary, a blue-and-white Hun whom I had picked out from a pack of seven. The rest of our formation had done likewise, and the five of us were scrapping at various altitudes, while the two surplus Huns walked about waiting their opportunity to step in and lend a hand as soon as one of us should get the better of our opponent.

And for the third time my gun fired once and stopped. So for the fourth time I reached down to clear the jam. I was unsuccessful; and therefore helpless. With an oath on my lips I slid away back towards the lines, and the two Jackals saw me.

I came out of a spin and went over on my back, turned and righted, spun again, and looped to the left. When I straightened out they were there, and my teeth remained clenched. I shouldn't have straightened out, but I was losing my bearings. I got five through my right-hand bottom plane, and one cut an alleron control wire. A green Hun was responsible for this. Then blue-and-white started and reduced an inter-plane strut to a splintered stick.

An odd shot almost immediately afterwards shook the whole machine as it struck my engine. But the carried on. I didn't dare thank my stars that it had not taken away something vital. Now I think of it, perhaps I might have done so with advantage. For it was no longer safe to swerve or "switchback" let alone try any of the other aim-spoiling "turns."

WAITING FOR THE END.
I flew straight on, waiting for the coup de grace. It came two seconds later. All three guns at once. The noise was deafening. I huddled down in my seat and shut my eyes as the hail of lead poured whipping past. The poor old machine shook and quivered under the sledge-hammer blows, as engine, strut, and stanchions took the bullets full on. A severed wire lashed back above my head and others "pinged" and tore through the fabric on either side.

Was I to be spared? I roused myself and looked back. I was just in time to see my three tormentors diving past under my tail. Behind them a streak of yellow, with red, white, and blue circles, was flashing earthwards, while the joyous note of a Lewis gun rose above the roar of my engine. The smell was strong and I shuddered. Of the rest of the proceedings I remember little. I recollect hearing a crash-as of breaking firewood, and my belt tightened round my chest. Instinctively I snatched at the pin. I felt something rub my knees and opened my eyes to find my face pressed home against moist earth. Then I suppose I started crawling, as when I rose to my feet I turned round in a dazed fashion and found myself standing surveying from a distance of twenty yards or so a capsize machine riddled through and through like a huge sieve.

A group of Tommies came doubling across the field as I sat down and started pulling off my flying cap. And I saw by my watch that seven minutes previously I had been flying in formation. Things happen rather quickly above the ground.

THE SUBMARINE CAMPAIGN.
HOW THE ENEMY CRAFT ARE
BEING WATCHED.

A London message of August 25th says:

Ensign T. H. Murphy, of the United States Navy, has the responsible position of "keeping tabs" on the movements of every German submarine when it is out from its base. Day and night he sits in his office situated in a small building at the United States naval air-station. Maps showing the bed of the ocean and covered with little red-headed pins connected by coloured strings are his sole study, for he must know not only where the submarines are, but he must know when they should come to the surface for air, and he must know how much damage a depth charge does. An instance of the way the scheme works is as follows:—

Ensign Scheffelin, a member of the Reserve Naval Flying Force was in Murphy's office one morning when the expert placed a pin at a given spot in the North Sea and told the Ensign that within a given radius a submarine must rise to the surface for air, and that if his plane would search that section of the ocean he would find the submarine, who is himself a descendant of an old New York family, had as his first pilot Lieutenant Roger W. Cutler, who had been stroke and captain of the Harvard University crew of 1917, while Taggart, the champion 100-yard sprinter, was his electrician. Three hours after the big seaplane left the station the big submarine was sighted, and three minutes later Cutler tripped the bomb release, while the plane hovered over the enemy's conning-tower. The submarine was sinking and the tower was exactly awash. Cutler scored a hit, the U-boat tipped up her propellers, and as it was evident that she was unable to submerge, on being signalled some destroyers did the rest. It was Cutler's first flight and the first bomb he had ever dropped. The submarine was Scheffelin's prize.

Scheffelin, who is himself a descendant of an old New York family, had as his first pilot Lieutenant Roger W. Cutler, who had been stroke and captain of the Harvard University crew of 1917, while Taggart, the champion 100-yard sprinter, was his electrician. Three hours after the big seaplane left the station the big submarine was sighted, and three minutes later Cutler tripped the bomb release, while the plane hovered over the enemy's conning-tower. The submarine was sinking and the tower was exactly awash. Cutler scored a hit, the U-boat tipped up her propellers, and as it was evident that she was unable to submerge, on being signalled some destroyers did the rest. It was Cutler's first flight and the first bomb he had ever dropped. The submarine was Scheffelin's prize.

ST. JOHN AMBULANCE BRIGADE.

HONGKONG AND CHINA DISTRICT

NO. 1 HONGKONG V.A.D.

Commandant—Lady May, Lady of Grace of the Order of St. John.
Acting Commandant—Mrs. Hickling.
L.R.C.P. & S.

Mrs. Bullock will lecture at the Government Civil Hospital on Wednesday, the 18th inst.
The monthly competitions are suspended until further notice.

(Sd.) M. Burns,
Adjutant and Hon. Secretary.
Hongkong, 9th October, 1918.

"SHELL" TRANSPORT AND

TRADING CO., LTD.

WORLD-WIDE PETROLEUM

DEVELOPMENTS.

We are informed by the local office of the Asiatic Petroleum Co. that at the annual general meeting of the "Shell" Transport and Trading Company, Ltd., held at Winchester House, London, E.C., Sir Marcus Samuel, Bart. (the chairman), said:—When I had the pleasure of addressing you at the last annual general meeting, I indicated that this company could only deal with the dividends declared by other companies from which, as purely a holding company, it derives its income. From circumstances which you can all readily understand, the majority of the companies in which this company has holdings have been unable officially to declare dividends for the past year, and your directors have shouldered the responsibility of making a distribution to the Shell shareholders of 35 per cent. free of income-tax, for the year 1917, rather than delay the payment until audited accounts could be submitted.

There are three events of the first magnitude which have eventuated since I last addressed you. The first is the bringing into production of the oilfields in Egypt upon a commercial scale, fraught with immense consequences, since previously Egypt had depended entirely upon the imported fuel for her industries. The financial adviser to the Government indicated that the imports of coal into Egypt had been at the rate of 1,500,000 tons a year. This, I assume, was for internal consumption only, and did not include the enormous imports at Port Said and Alexandria for bunkers for steamers. The bulk of the oil supplied to consumers in Egypt is sold to them at a price less than half the price of coal. A ton of oil is equal to more than 1½ tons of coal. While it is clear that the use of oil will not be entirely superseded by coal, it is equally plain that if half of the consumption is supplied by the home-produced articles, based upon the figures I have given you, the fuel expenses of Egypt are bettered to the extent of no less than £3,000,000 sterling per annum. The gain to the Empire is in other directions. It obviates the necessity of exporting coal so urgently required for home consumption, and it is an immense saving of tonnage at a time when it is so needed elsewhere.

Admittedly it is to the courage, the experience and the financial strength of the "Shell" group that this development is due. The matter has caused us anxiety for many years. Our group holds in this company—the Anglo-Egyptian Oilfields, Ltd.—£250,000 of 6 per cent. income bonds, £250,000 of cumulative 8 per cent. preference shares entitling the holders to 20 per cent. of the net divisible profits, and £300,000 of "A" shares entitling them to a further 35 per cent. of the profits. No income has been derived from the investment, and up till now no interest has been paid on the income bonds or the preference shares, but these are coming to fruition. This is an example of the inevitable risks run in developing oil properties. Is there any fair-minded man who would dispute or deny that those who have taken their chances in such a venture should be entitled to their share of the profits when they accrue?

The next subject with which I have to deal is the bringing into bearing of the properties in Venezuela, in which we are interested with the General Asphalt Company, of Philadelphia, a company of the very highest standing in the United States, with whom it is a pleasure to be associated. A cargo of 8,000 tons of crude has been shipped to London and is being refined here, and the oil is proving an excellent liquid fuel. A refinery has been erected in Venezuela, at San Lorenzo, which should soon render Venezuela practically independent of imported petroleum. As the oilfields are not nearly sufficient to absorb the very large production of which the fields are capable, we have erected and completed another refinery at a cost sufficient to treat 1,000 tons a day. We have every confidence that this venture, in which we have risked many hundreds of thousands of pounds, has been proved in Venezuela. Our interest in Venezuela, to which I have referred, must not be confounded with that of the Venezuelan Oil Co., since the latter is a company which has not yet reached the commercial stage, although we have a very good opinion of the eventual prospects before it.

The next development to which I would direct your attention is one of the greatest moment. Since I addressed you last year the British Government has acquired a very large interest in this group by its purchase of all the Royal Dutch shares held by the British public. It bought them at a time when the Royal Dutch Company were paying 33 per cent. It is not too much to say that the Royal Dutch Company paid 48 per cent. so that the foresight of those responsible for advising the Government to make this purchase has been amply justified. If it had been merely a market operation it would not have been necessary to call your attention to it, except as showing the confidence of the financial world in the stability of this group, inasmuch as, contrary to its action in other stocks, which it has commended, the Government bought the Royal Dutch shares outright. Whatever its intention was, I sincerely hope the Government will keep the shares, since by their acquisition it has become a partner in this group and has a larger financial stake in the company than in the Anglo-Persian Oil Company. I do not wish to disguise from you the hope that by realising as it must, the assistance that has been given to it by this group in every direction—financially, and generally acknowledged by it through various departments—we shall enjoy fair play on equal terms with any other oil group. This is all we have ever asked or required from our Government. The position of the group is probably unique in industrial undertakings. Your

business has been built up without protection from any Government, either by way of duties or by cash subsidies. The market value of the shares of the two companies, the Shell and the Royal Dutch together, now amounts to £100,000,000 sterling. We have not at the present time any petroleum fields which give grounds for anxiety, and, in normal circumstances, all are capable of larger production than at present attained. When we present the balance-sheet we shall be able to assure you that many of your ventures which have attained prosperity have not contributed to the past year's earnings. We had anticipated that the "Shell" Company, of California, might have done so, but, exercising the power and discretion which is undoubtedly vested in the local directors, it was decided by them to make no distribution of profits to the shareholders.

The Roxane Petroleum Company has completed the laying of a pipeline of the very greatest importance from Cushing, Okla., to New Orleans, and has also erected a refinery at that city. The pipeline, which will ultimately have a capacity of 24,000 barrels per day, has commenced working. It has proved of great service to the Government of the United States, which has claimed that, as this line can take the place of tank steamers now employed between New Orleans and New York, it is to the national advantage to employ it, and to this the company has agreed. Pipelines have also been built between Headton and Cushing, and the wisdom of these measures has been more than justified in the results already obtained. From Mexico, where we have large interests, with about 2,000,000 barrels of oil already in store and enormous potential supplies, no income has been derived during the war from these great properties. While many shipowners have built steamers for indiscriminate trades, this company has never been a speculator in tonnage, but has built vessels entirely for its own requirements to convey its own production and to supply its own markets. The requisitioning of our entire fleet has been a practical commencing of our oil production and trade, since we are absolutely dependent upon tonnage for the movement of our supplies. The financial results are also serious, since the Blue Book rates fixed by the Government, on a pre-war basis do not cover costs. Our difficulties have been greatly aggravated by the seizure, by the Government of the Allies, of tonnage under the Dutch flag, against which our Dutch friends have so far protested in vain.

In general it is impossible that a great world-wide business like ours should not suffer in a thousand ways from a universal catastrophe such as the present war. I have enumerated some of our difficulties. I might also mention that our trade in the East—which is still our principal market—has suffered under war conditions, and instead of doing, as we used in pre-war days, a steadily increasing trade we have sustained a steady decrease in the Eastern kerosene trade during the war. This decrease must, I fear, continue as long as the war lasts, but when, happily, it is brought to a successful conclusion we have not the slightest misgivings that we shall resume that progressive development of our Eastern trade which has been the marked characteristic of its history in pre-war days.

The careful management of your funds has resulted in our being able to render the utmost assistance to the Government in financing the war. It is with pride and pleasure that I can inform you that, through the various companies, we hold in Government War Loans and in Treasury bills a sum of about £20,000,000 sterling, which enables us to deal confidently in the provision of those facilities which are absolutely necessary for the expansion of the business. The first of these is the establishment of oiling stations throughout the entire world.

I do not know how many of our shareholders may have seen, under date of July 5th, an article in the Times referring to the establishment of a new German shipbuilding company, of which Herr Ballin is president and which has great financial backing. It is to specialise in the construction of ships run by oil-motors. Believe me, it is impossible to overrate the significance of this announcement. Your company has endeavoured by pioneering to bring home to British public the importance of the internal-combustion engine ship. Remember that all the submarines proved capable of such sinister activity are run by internal-combustion engines, and the Germans, already wide awake to the importance of this motor, have learned a great deal more about it during the war. I confess that I see with misgiving the creation of a large fleet of standard ships constructed to run on steam engines because I feel sure that they cannot compete with ships on internal-combustion engines, which are being manufactured on a gigantic scale by the Germans, the United States, the Danes, the Dutch, and the Swedes. I hope my friend Lord Pirrie, who has successfully built internal-combustion engines himself, will give the greatest heed to this important question. At all events, this company is determined to provide oil stations wherever they are required, feeling quite confident that the future will develop more and more the need for oil. Placed as our fields are throughout the world, we are in the position to furnish these requirements better, I think than any other company or any combination; and it is with particular satisfaction that I am able to tell you that only yesterday we received information of the striking of oil in a deep layer in Persia, which we knew existed but which had not been struck before, which will very materially add to our supplies of liquid fuel at a spot where they are most vital to the well-being of the world. The well gave an initial production of 1,200 tons a day. Let it should be thought that in calling attention to the internal-combustion engine we are urging our own selfish interests I must tell you that, from our commercial point of view, it is infinitely better that vessels should burn oil rather than use it in internal-combustion engines, since the oilfields that in time would be as 4 to 1. But we take a broader and wider view, and in urging British shipbuilders to march with the times we are performing what we think is a duty.

(Continued at foot of next column.)

AFTER-WAR PRIORITY.
GOVERNMENT SCHEME.

The Minister of Reconstruction appointed last year a Committee of the Council of the Ministry, under the chairmanship of Sir Henry Birchough, to consider the principles upon which, in the event of a shortage of the necessary supplies for industry after the war, such things should be rationed, and to report upon the machinery requisite for the purpose. The Committee have now presented their report, and, while advising that control should be discontinued as early a date as possible, and that in the meantime there should be the least possible interference with private enterprise, they have made recommendations as to the principles and machinery for allocation and priority after the war in cases where it is found to be imperative.

The Committee recommend that special consideration should be given to industries which provide a large measure of employment, and that importance should be attached primarily to industries connected with:—

The production of food and raw materials;

The manufacture of machinery and equipment which are immediately necessary for the industrial and transport requirements of the country;

The manufacture of finished goods for export;

The production of goods for home requirements of a pressing nature.

Detailed recommendations are also made by the Committee as to the machinery to direct allocation and relative priority.

The proposals of the Committee have been carefully considered by the Government, which, after consultation with the departments principally concerned, has decided to take immediate action on the lines of the Committee's report, and the recommendations of the Minister of Reconstruction. It is the intention of the Government that post-war control and allocation of materials shall be applied only in cases where it is absolutely necessary. On the assumption, however, that of certain commodities there will be a shortage which will render some form of control imperative, arrangements require to be made for dealing with the matter.

It is proposed that a small Cabinet Committee on Post-War Priority shall be set up, consisting of the President of the Board of Trade, the Minister of Labour, the Minister of Shipping, the Minister of Munitions, and the Minister of Reconstruction, with the same chairman as the War Priorities Committee. This Committee will determine large questions of policy, and will lay down the general principles upon which any allocation and priority should proceed where necessary.

Secondly, this Cabinet Committee will be assisted by a Standing Council composed of members of the departments chiefly concerned, together with persons representative of commerce, industry and labour. These two bodies will form the central machinery, and will, of course, be in close touch with the existing War Priorities Committee.

The immediate duty of the Standing Council will be to consider and draw up a scheme of post-war priority, following the general policy which may be laid down by the Cabinet Committee, and to consider what detailed machinery should be used for allocation, where necessary, in the transition period.

The Minister of Reconstruction met representatives of the principal industrial and commercial organisations at the Central Hall, Westminster, recently, in order to explain the proposals in greater detail, and to ascertain their views as to the most acceptable means of carrying them out.

The meeting was attended by representatives of interim reconstruction committees of sixteen trades, joint industrial councils of three trades, provisional joint committees of eighteen trades, representatives of fourteen branches of the engineering industry, together with representatives of the Federation of British Industries, the Association of Chambers of Commerce, the Engineering Employers' Federation, the National Employers' Federation, the Federation of Engineering and Shipbuilding trades, the Ironfounders' Society, the General Federation of Trade Unions, the Amalgamated Society of Engineers, and other representative bodies.

There is one other development in which your interests are also concerned, and that is the expansion of aviation. Great progress has been made in aviation. The employment of twin, or sometimes triple, engines has attained a measure of safety which probably none foresaw. There appears no limitation to the practical use to which aviation may be put after the war. Experience has proved beyond doubt that Shell spirit derived from our fields in Sumatra has no rival in quality. This company possesses an invaluable asset in owning supplies of the finest motor spirit yet discovered. In this, as in other directions, we are keeping well abreast of the times in providing world-wide facilities for its supply. I now move that the consideration of the balance-sheet and profit-and-loss account be adjourned to a meeting to be subsequently convened.

Captain W. H. Samuel, seconded the motion, which was unanimously agreed to. The retiring directors (Mr. H. N. Benham, Dr. A. J. C. Stuart and Mr. H. W. A. Deterding) were unanimously re-elected, and the auditors (Messrs. Turquand, Young & Co.) were reappointed.

An extraordinary general meeting was then held, when resolutions were approved for the capitalisation of £2,061,172 of the reserve fund of the Company and its distribution among the holders of the issued ordinary shares in the proportion of three new shares for every five ordinary shares now held.

A hearty vote of thanks to the chairman concluded the proceedings.

CORRESPONDENCE. A SUGGESTION FOR "OUR DAY"

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR, Without doubt, your correspondent "Hopes," has a bright and patriotic idea in suggesting that payment be made to us before the 31st inst. "Our Day," so that one may be liberal towards the Red Cross. But, being a moderate salaried employe (as "Hopes" represents himself to be) unable to make ends meet, I do not see how "Hopes" will be able to keep going with his meagre salary till the end of the next month. If in 24 days he has little or no spare money left, what will he do if he has to wait for another 37 days before being paid again? I am afraid that he will then have to beg, borrow, or steal, which are bad principles, and I think the Red Cross wants honest money only. In the majority of cases it is the men with poor salaries who have large families and, therefore, are most in need of money.

Had "Hopes" suggested that part of the annual bonus be paid us now, instead of in December or February, it would have been more reasonable. I remain, yours truly,

CAPON.

Hongkong, 9th October, 1913.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—Though I must admit that I shall be about "stone-broke" on "Our Day," I cannot approve the suggestion made by "Hopes" and supported by Nil Desperandum that our employers should pay our salaries on October 23rd, for the following reasons. Your correspondents are, apparently, in the same boat with me, i.e., salaried men without other means. The attractions on "Our Day," besides being many and varied, include a Gymkhana at which one might be inclined to risk a few more "dibs" than usual in the hope of reaping a harvest of dollars. Considering the odds on such occasions, I fear the "plunger" will come away wiser but sadder. However much we might be prompted by patriotic and charitable motives, I fail to see the use of advancing a month's pay to people of small means whose first thoughts should be to make ends meet. If your correspondents or myself get our month's pay on the 23rd, we certainly cannot and must not spend the lot, and if we should so forget ourselves as to spend a big portion on "Our Day," and, during the forthcoming month find ourselves unable to meet the running expenses, don't you think we will lament that there was an "Our Day" at all? I feel sure the Committee in charge of the celebrations do not expect too much from such as us, and I daresay they will be satisfied with our assurance that we shall spend all we can afford for such a very good cause as the Red Cross Funds—I am, sir, yours faithfully,

9th October, 1913.

IN TIME.

POSSESSION OF AMMUNITION CHINESE FINED \$750

At the Hongkong Magistracy, yesterday, before Mr. J. R. Wood, a Chinese was charged with being in unlawful possession of 600 rounds of ammunition.

A Chinese district watchman stated that on Tuesday afternoon he received information that defendant had a quantity of ammunition in his possession. Later in the evening he saw defendant in a ricksha and stopped him. Defendant had a bag with him, and, in reply to a question, said it contained 600 rounds of ammunition which another man had given to him.

Defendant stated that another man gave him the bag. He was unaware of the contents. Mr. Wood fined defendant \$750, with the alternative of four months' hard labour. The ammunition was confiscated.

SERVICES' ENTERTAINMENT FUND.

The Treasurer of the above fund acknowledges gratefully the following monthly subscriptions:

E. C. Potts	\$ 5
"A. H. C."	10
"W. J. D."	5
"Anon."	10
	\$30
The following statement of accounts covering the period 1st August to 30th September, 1913, is submitted:	
Balance in hand, 1st August	\$1,100.50
Since received and acknowledged	1,430.00
Total	\$2,530.50
Expenditure	1,670.93
Balance in hand	\$ 859.57

HIGHWAY ROBBERY IN WANCHAI.

CHINESE WOMAN ATTACKED BY THREE MEN.

A highway robbery is reported to have taken place in Wanchai on Wednesday morning. A Chinese woman, living at No. 13, Warren Street, left her house and was walking in the direction of Polo Street when three men accosted her and asked the way to a certain street in Wanchai. While she was directing them one of the men seized her by the throat, while the other two robbed her of jewellery to the value of \$125. They then made off in the direction of Causeway Bay.

WATCHMEN'S STRUGGLE WITH OPIUM SMUGGLERS.

SMUGGLERS MAKE GOOD THEIR ESCAPE.

At the Hongkong Magistracy, yesterday, an interesting story of the seizure of 123 tals of opium was related to Mr. E. D. C. Wolfe by an Indian watchman. It appears that early in the afternoon of October 1st the *Tak Sang* arrived in Hongkong from Haiphong and was berthed at one of the wharves along the Praya. At 11 p.m. the same day, an Indian watchman on duty at the wharf noticed a Chinese, who is reported to be a fireman in the ship, lowering a bag into a sampan lying alongside the vessel. The watchman went to the spot and was about to arrest the man, when seven or eight Chinese surrounded him and assaulted him. He blew his police whistle, and two other Indian watchmen came to his assistance. They managed to capture the man who carried the bag, but he escaped after a struggle. The other assailants also disappeared. The Indians then picked up the bag of opium, which had fallen, and were taking it to the Central Police Station when they were stopped by several Chinese revenue officers, who wanted to know what they were carrying. They replied that it was opium and that they were taking it to the Station. The officers, however, wished to take possession of the opium, but the Indians refused to hand it over to them. The men then followed the Indians to the Police Station, evidently with the intention of seeing the opium reach its destination safely. Mr. Wolfe remarked that the statement about the Revenue Officers seemed rather fishy. He asked the Police to post notices in prominent parts of the town stating that if no claim was made to the opium within seven days, it would be confiscated.

A DISAPPOINTED PARTY.

FORGED TICKETS FOR HAIPHONG.

At the Hongkong Magistracy, yesterday, before Mr. J. R. Wood, Wong Kwok Cheung, a well-dressed young Chinese was charged with attempting to defraud a Chinese ship broker.

Inspector Browne stated that on Oct. 5th defendant visited complainant at his office, No. 138 Des Vaux Road, and, representing himself to be the chief comprador of a ship, stated that he had sixteen passenger tickets for Haiphong for sale. Complainant had some friends, who intended proceeding to Haiphong and he bought the tickets for \$150. Complainant went on board the steamer and handed the money to defendant, who was sitting alone in the comprador's room. When the passengers went on board, however, they were refused admittance, the captain of the vessel explaining that the tickets were forged.

Mr. J. Yvanovich, of Messrs. Lapicque & Co., stated that his firm were the agents for the steamer, which left the harbour on Monday. No person, not even the captain or the staff, had permission to issue the tickets, the price of which for Haiphong was \$15. No tickets were sold till a permit, signed by the French Consul, was produced. Complainant bore out the statement made by Inspector Browne, adding: "I was never so surprised as when I noticed my friends returning from the ship. They stated that they were not allowed to proceed as the tickets were forged." As there was no evidence to corroborate the complainant's story, Mr. Wood discharged defendant.

HONGKONG MAGISTRACY.

AN OPIUM CASE.

A Chinese pleaded guilty to being in unlawful possession of two tals of opium.

Defendant stated that he bought the opium and was taking it into the country when he was arrested on the wharf. He had no intention of selling the opium.

Mr. Wolfe fined defendant \$25, with the alternative of a fortnight's hard labour.

RETURNING FROM BANISHMENT.

A Chinese was charged with returning from banishment.

Defendant, who said he touched at Hongkong on his way to Canton, was arrested in Shum Chuen and brought back. He had been twice convicted of larceny, and had been banished for ten years in June, 1910.

Mr. Wolfe sentenced defendant to one year's hard labour and four hours' stocks.

THEFT FROM SANITARY DEPARTMENT.

Two Chinese were charged with stealing a quantity of scavenging baskets belonging to the Sanitary Department.

It was stated that defendants were arrested in the act of removing the baskets. As many as 40 to 50 baskets were stolen a day, and at first suspicion rested on the Sanitary Board coolies themselves.

Mr. Wolfe sentenced defendants to three weeks' hard labour each.

THE MORPHINE HABIT.

Two Chinese were charged with being in unlawful possession of a quantity of morphine.

It was stated that the police raided a house in Tam Lang and noticed one of the defendants injecting some morphine through a syringe into the right arm of another man not in custody. Two of the men were arrested, and in the cubicle were found several syringes, a quantity of morphine, etc.

Mr. Wood remanded the case till Friday for further evidence.

ALLEGED DEFALCATION.

A Chinese assistant of the Wing On firm was charged with attempting to defraud his employers.

Inspector Sullivan stated that defendant, who was employed in the sweet department, had been under suspicion for some time. The firm was under the impression that defendant was charging customers more than the proper amount. Yesterday morning, the manager to test defendant's honesty, gave some marked ten-cent pieces to an outsider with which to purchase a pound of sweets. Defendant charged eighty cents for the sweets, and did not tender any bill. Later on the manager searched the filed duplicates and found that the price of the pound of sweets sold was recorded as 60 cents. When defendant was searched at the Police Station one of the marked ten-cent pieces was found in his possession.

Mr. Wolfe remanded the case till to-day, fixing bail at \$250.

CANTON NEWS.

[BY COURTESY OF THE "CHUNG HO" SAN PO.]

CANTON, October 9th.

THE MILITARY GOVERNMENT.

The Military Government has decided to declare war on Hsu Shih-chang on the day when he assumes office as President. We are informed that Dr. Wu Ting-fang will shortly be elected Premier and Shum Chun-huen Generalissimo to control military and naval affairs.

THE NORTHERN SQUADRON IN RUSSIA.

A message from Amoy states that when the training cruiser *Shiu Wo* went to join the Canton force the leaders of the Northern Squadron in Fukien endeavoured to follow suit. Some of the gunboats of the Squadron have already left their anchorages, but their destination is unknown.

FIGHTING IN PARLIAMENT.

We learn that when the M.P.'s were discussing a certain question in Parliament yesterday, a fight followed certain heated arguments. As a result one of the M.P.'s was seriously wounded, and many others were slightly injured.

EX-TSAR'S LAST WORDS.

According to the account of the ex-Tsar's last hours, told by the Russian Press and cited in a Moscow telegram to the *Telegraph*, the ex-Tsar met his end with great composure. Immediately before being shot he called out: "Spare my wife and my innocent and unhappy children! May my blood preserve Russia from ruin!"

HONGKONG CRICKET LEAGUE.

ANNUAL GENERAL MEETING.

LEAGUE TO BE HELD THIS SEASON.

The annual general meeting of the Hongkong Cricket League was held yesterday evening in the Hongkong Cricket Club Pavilion. Mr. F. M. Hodgson (representing the Hongkong C.C.) presided, and there were present: Messrs. J. P. Robinson (Kowloon C.C.), Un Hew Fan (C.R.C.), G. E. Marley (University), Capt. Wahl (R.E.), Lieut. Robinson (Navy), Mr. R. Basa (Craigengower) and Mr. H. H. Taylor (Hon. Secretary and Treasurer). The Civil Service Cricket Club and the Manchesters were not represented.

The CHAIRMAN, referring to the report and balance sheet, remarked that there was the substantial sum of \$93.51, standing to the credit of the league. It was the largest balance they had had for some time and the meeting had to decide what to do with the money. The expenses of the League had been very small, amounting to between \$15 to \$16 last season.

Mr. Robinson: I think the Hongkong Club won the shield last season. Did the members of the team receive medals?

The CHAIRMAN: They have won the shield five times, three years in succession. I do not think they received medals. The rules do not state that the winning team shall receive medals. The question is whether the League money can be expended. Besides, I do not know what the wishes of the Hongkong Club are.

Mr. Basa stated that medals were usually presented with the shield.

Mr. TAYLOR thought that the sum, though small, should be devoted to war charities and Capt. Wahl was of the same opinion.

After further discussion it was decided to sound the members of the winning team on the matter. If no medals were required the money would go to charity.

A question was raised as to whether the same rule would be applied for the coming season and the Chairman remarked that it would rest in the hands of the winning team.

The report and statement of accounts were then adopted on the proposal of the Chairman, seconded by Mr. J. P. Robinson.

ELECTION OF OFFICE-BEARERS.

President: The Hon. Mr. Claud Severn, O.M.G.

Vice-President: Mr. T. E. Pearce.

Hon. Treasurer and Secretary: Mr. H. H. Taylor.

Committee: One representative from each Club entering the League.

The CHAIRMAN proposed a vote of thanks to the ex-President, Mr. R. H. B. Hancock, who has left the Colony. He said that the League owed a debt of gratitude to Mr. Hancock for his services. Everyone knew what a tremendous amount of good he had done for cricket generally in Hongkong. Not only was he personally skilled in the game, but he had also set an example to others in every way by his sporting proclivities.

The motion was carried with applause.

CARRYING ON OF THE LEAGUE.

The CHAIRMAN said that the next business was for the meeting to decide whether there should be a League this year. At the last meeting it was unanimously agreed to run the League, and it now remained for them to confirm that resolution if they so desired. There had been a certain amount of correspondence on the subject in the papers, but he did not think the writers fully appreciated the position. He thought that if they wished to encourage cricket, especially amongst the smaller clubs, there should be a League.

The meeting unanimously agreed that a League should be held.

Mr. Un Hew Fan proposed that any balance of money there might be in future should be given to war charities instead of being spent in the purchase of medals for the winning team.

Mr. MARLEY seconded the motion and it was carried unanimously.

The meeting further decided to have only one division in the League, with as many clubs as would care to enter.

The method of scoring was to be three points for a win and one for a draw. It was decided that entries should close with the Secretary on Friday, October 11th, at 3 p.m.

There was some discussion as to the desirability of amending certain of the rules, and it was decided to leave the matter in the hands of the new committee. Should they decide that certain rules should be amended a meeting will be called for the purpose.

Voices of thanks were passed to the retiring committee and to the Chairman, after which the meeting terminated.

The Hongkong Club has intimated its intention not to join the League. It is understood that all the other teams which entered last year will again take part and it is further hoped that the Manchesters and the Mualia Club will participate this year.

LANE, CRAWFORD & CO.

ESTABLISHED 1850.

& CO.

TELEPHONE 1741.

BLACK BOX CALF REGULATION BOOTS



THE BEST QUALITY
ENGLISH LEATHER
STOCKED IN TWO
WEIGHTS
HALF SIZES AND
TWO FITTINGS.

\$18.00

per pair.

NEW STOCKS OF

KHAKI

VIYELLA SHIRTS. JAEGER'S CARDIGANS,
BRACES, TIES, SOCKS.

GLOVES, SCARVES, WOOL CAPS, ETC.

LANE, CRAWFORD & CO.

18

UNITED STATES RUBBER

EXPORT CO., LTD.

Manufacturers of—

AUTOMOBILE TYRES.

SOLID VEHICLE TYRES.

DRUGGISTS' SUNDRIES.

ENGINE PACKINGS.

BELTING.

HOSE.

Sole Agents

Andersen, Meyer & Co., Ltd.



1178

Wm. Powell Ltd

TELEPHONE 346

NOW SHOWING

Glyn's Hand made Hats Old English make

LATEST STYLES in Soft Felt, Caps, Straws, and the Popular Velours.

NEGLIGES in all the NEWEST MATERIALS.

SEE WINDOW

SHING KEE CO.

SODA MERCHANTS,

IMPORTERS AND EXPORTERS OF

Caustic Soda, Soda Ash, Murate of Ammonia, Silicate of Soda, Refined Bicarbonate of Soda, Mineral Water, and Soda Crystal, Bleaching Powder, Sulphur Acid, Sulphate of Ammonia, etc., etc.

ALWAYS IN STOCK.

No. 33, Des Vaux Road, Wanchai, HONGKONG

THE WAR.

OPINION REGARDING THE GERMAN PEACE NOTE: AN UNCONDITIONAL SURRENDER DEMANDED:

DEBATE IN THE AMERICAN SENATE.

BRITISH THIRD AND FOURTH ARMIES LAUNCH A NEW ATTACK:

AMERICAN TROOPS CROSS THE AISNE.

FRENCH TROOPS ENTER BEYROUT.

General.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

GERMANY'S PEACE OFFER OPINIONS FROM ALL QUARTERS. "SMOOTH WORDS CANNOT EXPIATE FOUL DEEDS."

WASHINGTON, October 8th.

In the Senate, during the discussion on the German Peace Note, the Republican, Mr. Foindecker, described it as a most insidious danger.

"Mr. McCumber moved that before an armistice was agreed to, Germany must disband her Army, surrender her Navy, pay damages for the devastated cities, restore Alsace-Lorraine and pay a similar penalty to that exacted from France in 1870.

Mr. Hitchcock, Chairman of the Foreign Relations Committee, declared that it would be absolutely abhorrent to have any thought of the suspension of hostilities now, and recommended an additional principle to President Wilson's terms, providing that the Allies should deal only with the real representatives of the German people.

Mr. Lodge said: "An armistice would mean the loss of the war and all we fought for. Germany merely proposed a long debate on the basis of peace." He emphasised that the only future course was to secure a complete military victory over Germany and force her to sue for peace.

MR. CHURCHILL'S VIEWS.

LONDON, October 8th.

Mr. Winston Churchill, addressing a War Aims meeting of 5,000 persons in Glasgow this evening, said that the life was being beaten out of the mighty German Army. The proud Kaiser was taking refuge behind the appearance of a Parliamentary Government and was almost pitifully suing for peace, but "we must beware lest the Hun cajolery nullify our achievement."

The latest German proposals had filled him with misgiving and suspicion. "We cannot accept smooth words in expiation of foul deeds and cannot proceed a step without guarantees. President Wilson, M. Clemenceau and Mr. Lloyd George will never be entrapped."

Mr. Churchill was constantly interrupted, and many men and women were ejected.

PUNISHMENT OF CRIMINALS.

Dr. C. Addison, Minister of Reconstruction, speaking at Merthyr Tydvil, stated that while the German Peace Note was being penned houses in Douai were being set on fire. He did not believe that a secure peace could be obtained unless they adhered to the determination that the men who committed those crimes should be punished as a criminal.

"THE PROPOSAL IS A TRICK."

ROME, October 8th.

The newspapers generally distrust the German peace offer, and oppose an armistice. Mr. Samuel Compagnon, President of the American Labour Federation who is visiting here, says:—

"The proposal is a trick to weaken the solidarity of the Allied Democracies. The security of labour and the nations demand the surrender of the Central Powers, and the breaking of their military machine."

CANADIAN NEWSPAPER COMMENT.

OTTAWA, October 8th.

The Canadian newspapers, without exception, oppose the favourable consideration, by the Allies, of the German peace proposals. They declare that the war should be pressed until the Central Powers unconditionally surrender.

COUNT TISZA'S VIEWS.

AMSTERDAM, October 7th.

The *Vossische Zeitung* states that Count Tisza, at Budapest, candidly blurted out that Bulgaria's treachery and the position on the Western Front had led the Central Powers to send a peace Note to President Wilson.

As far as possible, autonomy would be granted to the various nationalities in Hungary.

Italy could keep the territory she had won, while parts of Galicia would go to New Poland.

EARLIER CABLES.

THE OPINION OF THE AMERICAN PRESS.

NEW YORK, October 7th.

The morning papers throughout the country, dealing editorially with the German peace proposals, assert that no proposition would be acceptable except an unconditional surrender.

TROUBLE BREWING!

AMSTERDAM, October 7th.

A telegram from Berlin states that the Independent Socialist Press is absolutely hostile to the new Government mentality of the new Chancellor.

CHANCELLOR.

BERNE, October 7th.

A letter, which Prince Max wrote on December 14th, 1917, to Prince Alexander von Hohenlohe, throws singular light on the mentality of the Chancellor. The latter, who now poses as the head of a democratized Germany, then wrote:

"The newspapers of the Left are overpowering me with praises, although I have condemned, plainly enough, the democratic watchword, and all the theoretical and political formulae comprised in the word 'Parliamentarism'."

In order to judge of the sincerity of Prince Max's espousal of the peace resolution in the Reichstag, it would suffice to give another passage out of the same letter, in which he states: "Naturally I desire a more comprehensive political exploitation of our military successes. I also am an opponent of that abominable peace resolution which is the fruit of fear. I am anxious that we should obtain the most ample reparations possible, in whatever form they take, in order to save us from impoverishment after the war."

MORE BRITISH PRESS COMMENT. NO REPENTANCE FOR GERMANY'S CRIMES.

LONDON, October 7th.

The *Daily Mail* states:— "Prince Max's offer only befits us to strike home and compel a real peace. The request for an armistice, when the Germans have lost the game, means not peace but truce."

There is not a word of repentance for Germany's crimes in the speech, and there is no admission that German militarism has been defeated and is bankrupt. We did not allow Bulgaria to tell us what to do. We told her what she had to do. We intend to act with Prussia and Austria precisely in the same way, namely, unconditional surrender."

SOME DRASTIC CONDITIONS.

The Germans must leave occupied territories, also Alsace-Lorraine, un-restored Italy, Serbia, and Russia, restore stolen property, pay for all damage, and surrender for trial, by the Allies, the great war criminals, including the Kaiser, Generals von Kluck, von Buelow, Steiger, and von Bochn, Major Mantel, Captain von Foerster, also the Commanders of the Prison Camps where Britishers were done to death.

Lastly, M. Lenin, M. Trotsky and other anarchist criminals must not be forgotten.

Furthermore, in no circumstances will Germany be given back her colonies."

KAISER STILL IN AUTHORITY.

The *Daily Mail* also points out that the Kaiser still insists on his authority, when says to his army, "I am resolved to offer peace."

"AMBIGUOUS, DISINGENUOUS STUFF."

The *Times* says:—

"It would be idle to regard the proposal for an armistice as having any meaning whatever. The Germans are well aware that the Niagara could be as easily switched off as the flow of modern war could be temporarily suspended.

Austria's Note last month recognised this. Hence Germany's futile proposal can only be a measure of her military necessity. What ambiguous, disingenuous stuff is the Chancellor's treatment of this vital question—Belgium, the Baltic Provinces, Lithuania, Poland and Alsace-Lorraine!"

THE APPROACH OF OVERWHELMING DEFEAT.

After ridiculing the Chancellor's assertion that the new Government marks a new democratic epoch in Germany, the *Times* concludes:—

"The Chancellor's desire for peace is undoubtedly sincere. He discerns the approach of overwhelming defeat and appreciates the consequences. What he does not appreciate is the absolute, unalterable determination of the Allies to end the menace to civilization, whose ravages have been stayed at the cost of such appalling sacrifice.

The Allied people are determined that the defeat of the war-makers shall be complete and absolute, through the unconditional surrender of Germany."

THE PEACE GERMANY DESERVES.

The *Morning Post* states:—

"German diplomacy was never more mistaken. When Germany signifies her readiness to accept the Allies' terms, then and not before, will she receive the peace she deserves."

THE ONLY ROAD TO PEACE.

The *Daily Express* states:—

"If Germany really wants an armistice, let her withdraw her armies from occupied territory, and give security for the acceptance of the President Wilson's terms by the surrender of her arms and fortresses."

That was Bulgaria's road to peace. It is the only road Germany may not yet be ready to tread. It is the road she will tread when Marshal Foch has hammered her armies for a few weeks longer."

MORE GERMAN INHUMANITY.

LONDON, October 8th.

Reuter learns that the Belgian Government is considering, with the Allies, what measures should be taken as regards the enemy's systematic pillage and destruction. At the very moment Prince Max was proclaiming his determination to work for the deliverance of humanity the Belgian Government learned that all male civilians between 15 and 45 years of age, from the coast as far as Bruges had been dragged from their homes and forced to work for the military.

AMERICAN LIBERTY LOAN.

WASHINGTON, October 7th.

Mr. W. G. McAdoo has issued an appeal to the public not to relax their efforts for the Liberty Loan. He declared that the enemy's peace overtures only emphasized the supreme importance of making the loan a success in order to keep the pressure on the fighting.

Continuing, Mr. McAdoo said:— "Our boys in the trenches are not going to cease fighting because the enemy is on the run. Now is the time to fight the hardest and keep moving until victory is attained."

THE KNOCK-OUT BLOW IN 1919.

LONDON, October 7th.

Mr. Winston Churchill, speaking at Glasgow, and reviewing the events through which the Empire had passed, emphasised that the Empire had not hitherto realised the majestic and limitless nature of its strength.

He uttered a warning against over-optimism respecting a knock-out blow before the winter. "We must all continue to develop to the utmost all our energy and resource in order to achieve the supreme and rightful fruits of victory in 1919."

OBITUARY.

LONDON, October 7th.

The death is announced of Sir Hubert Parry, Bart., Director of the Royal College of Music.

EARLIER CABLES.

"THE WAR PRISONERS' AGREEMENT."

LONDON, October 7th.

The statement issued by the Press Bureau, in regard to the Anglo-German War Prisoners' Agreement, after stating that Germany refused to ratify the agreement because of Great Britain's inability to interfere in respect of the German prisoners in China, as China was doing something which she was entitled to do, continues:—

"Evidently if Britain were to yield on such a point it would be the open door for unlimited blackmail by Germany, and ultimately result in still worse treatment of British prisoners, so that Germany might extort from Britain yet more valuable concessions."

Britain is ready and willing to ratify the Hague agreement. If Germany declines to ratify it the responsibility must rest on the Germans, and when the day of reckoning comes their conduct in this respect will not be forgotten.

Meanwhile, Britain in default of the ratification of the agreement, will take whatever steps are open to it to promote the better treatment of Britons in Germany."

"FEEDING THE GUNS" CAMPAIGN.

LONDON, October 7th.

The new "feeding the guns" War Bond Campaign was opened in Trafalgar Square at noon by the Bishop of Kensington, in the presence of an immense crowd.

RUSSIAN AFFAIRS.

RETURN OF BRITISH SUBJECTS.

LONDON, October 7th.

Mr. R. H. Lockhart, the British representative at Moscow, has arrived on the Finnish frontier with 31 British and 23 French subjects.

THE SILVER MARKET.

LONDON, October 8th.

The silver market is quiet.

GERMANY HAS LOST THE INITIATIVE.

LYONS, October 8th.

The *Arbeiter Zeitung* recognises that Germany is no longer capable of taking the initiative. Her efforts are melting away, and her divisions have to be transferred from one sector to another.

The Near East.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

BEYROUT ENTERED BY THE FRENCH.

PARIS, October 8th.

A French division in Syria entered Beyrouth at 6 a.m. on October 7th amid the indescribable enthusiasm of the population.

All the newspapers regard the occupation as most important and point out that it deprives the Turco-Germans in Syria of their principal point d'appui, and say that it will produce a great impression in Constantinople. The newspapers incidentally emphasise that it is also the beginning of the realisation of the Entente agreement, whereby the districts which the Franco-British troops are now occupying were ceded to France.

Aerial Activities.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

SUCCESSFUL BOMBING OF FRANKFORT.

LONDON, October 7th.

It is reliably stated that Allied airmen have entirely destroyed the opera house at Frankfurt.

FRANCO-BELGIAN FRONT.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

BRITISH FRONT.

ANGLO-AMERICANS ATTACK BETWEEN ST. QUENTIN AND CAMBRAI.

LONDON, October 8th.

Sir Douglas Haig states:— The Anglo-Americans took 200 prisoners in successful local operations on Monday in the neighbourhoods of Mont Brehain and Beaurvoir.

The Anglo-Americans attacked between St. Quentin and Cambrai this morning, progressing satisfactorily, in spite of heavy rain since last night.

BRITISH LAUNCH NEW ATTACK.

LONDON, October 8th.

Reuter's Correspondent at British Headquarters states:—

"Our Third and Fourth Armies delivered a heavy attack, in which the Americans took part, on a twenty mile front. Comparatively few tanks were employed. A good deal of machine gun resistance has been experienced."

It is too early to estimate, but the results look like developing into a good day. Our aeroplanes are as active as wasps in a stirred up nest."

ARTILLERY ACTIONS ON THE WHOLE FRONT.

LONDON, October 8th.

A Belgian communiqué states:— Artillery actions occurred on the whole front."

A HEROIC AMERICAN SERGEANT.

LONDON, October 7th.

Reuter's Correspondent at British Headquarters, telegraphing on Monday, states:—

Sergeant Waaler, during recent fighting around Le Cateau, saw four wounded men lying on the fire-swept, open ground. Accompanied by two volunteers, he brought them in, also a tank officer, whose tank had been set on fire by a shell. Sergeant Waaler learnt that there might be others in the burning tank, so he returned alone, entered the blazing tank with a handkerchief to his nostrils, and found two men alive, but incapable, whom he carried to where the stretcher-bearers could reach them.

Sergeant Waaler has been recommended for a commission in the American Army."

EARLIER CABLES.

BRITISH CAPTURE OPPI.

LONDON, October 7th.

Sir Douglas Haig states:— A successful operation advanced our line on a four-mile front north of the Scarpe, capturing Bische-St-Vaast and Oppy. Over 100 prisoners and a number of machine-guns were taken. We made progress in patrol fighting north of Epigny and north of Auberschen-Anx-Bois.

AERIAL ACTIVITY.

We dropped over seven tons of bombs behind the enemy's lines.

German aircraft was inactive. We destroyed one balloon. Five British aeroplanes are missing. Our nightfighters dropped 164 tons of bombs obtaining many direct hits on the railways."

LATEST CABLES.

FRENCH FRONT.

AMERICANS UP AGAINST "KRIENHILDE" DEFENCES.

LONDON, October 8th.

Reuter's Correspondent at American Headquarters, telegraphing at noon on Monday, states:—

"There has been little movement on our front during the past 24 hours. Our right advanced slightly but our centre was unchanged. Here we are up against the 'Krienhilde' defences. It is the Americans' first experience of really organized resistance."

There are circumstantial reports that the enemy is moving troops and wagons towards the north, but he leaves enough men to hold us. On his front of prepared positions his machine gunners are to be seen every 15 feet apart while he seems to have considerable artillery in reserve, the position of which has not yet been disclosed. On the other hand, burning villages contradict the evidence of permanent occupation. It seems likely that we are being held up long enough for the enemy to retire from the big Rheims pocket."

FRENCH TROOPS CROSS THE AISNE.

LONDON, October 8th.

Reuter's Correspondent at French Headquarters, telegraphing on Monday evening, states:—

"The Germans, turned at bay north of the Scarpe, have been desperately counter-attacking all day long to prevent the French crossing the river."

"This attack on the Aisne, between Pontavert and Berry-au-Bac was conducted by large units on a front of two miles. If the French establish themselves north of the Aisne in this region they would immediately turn not merely the German line on the Scarpe, but the next line of resistance on Retourné. Hence the German desperation. Nevertheless, the French crossed the Aisne at Berry-au-Bac and advanced to the north. A sudden stiffening of the German resistance may have been timed to coincide with the peace offer or was simply intended to prepare for the next stage of the retreat."

In any case our progress during the next few days will probably be slower."

ENEMY DRIVEN OUT OF CHATEL CHERRY.

LONDON, October 8th.

An American official message states:— We drove out the enemy from Châtel Cherry and, overcoming his desperate resistance, seized the commanding heights west of the Aisne."

THROUGH GERMAN EYES.

LONDON, October 8th.

A German official statement says:— The British, north of the Scarpe, gained a footing at Neuveville."

The Americans' renewed attempt to break through on both sides of the Aisne was frustrated. They gained a temporary footing on a height north of Châtel, but were ejected."

THE POLISH FORCES RECOGNISED.

WASHINGTON, October 7th.

Reuter learns that the French Government has officially recognised the Polish forces fighting against the Central Powers as an autonomous co-belligerent army."

EARLIER CABLES.

STRUGGLE NORTH OF ST. QUENTIN.

LONDON, October 7th.

A French communiqué states:— North of St. Quentin the struggle continued during the night with redoubled violence."

The enemy made several attempts to throw us out of the captured position. All his attacks were broken, except in the region of Whiloy Farm, where he succeeded in regaining a slight advantage."

The fight continues along the Scarpe front."

The Germans remain very vigilant and are endeavouring, with all their strength, to arrest our advance on the north bank of the Scarpe."

The struggle is particularly lively in the region of Bertrécourt. Further East, we captured St. Maassen. On the right we entered Hanvire north of the Arne."

[FRENCH WIRELESS.]

GERMAN RETREAT IN CHAMPAIGNE.

LYONS, October 8th.

The French line lies along the river Scarpe from its junction with the Aisne as far as Bethinville, where the Arne meets the Scarpe."

The line of battle is now 20 kilometres north of Rheims."

The German losses were considerable north of St. Quentin."

The army commander-in-chief General Debeney captured Remaucourt."

BRITISH CAPTURE FRESNOY.

The British have captured Beaurvoir, and passed beyond Mont Brehain, and, north-west of Cambrai, they took Fresnoy. Official news from Paris says that north-east of St. Quentin 700 prisoners were taken during the past 24 hours."

The Germans, as a result of their counter-attack, re-took St. Etienne, which we immediately recaptured."

Our line has reached Lisieres-St. Etienne-sur-Scarpe."

We have passed the river near Aumencourt-petit, and we have taken Berry-au-Bac."

The Balkans.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

AUSTRIAN FORCES RETIRING IN DISORDER.

STRONG GERMAN DETACHMENT DISPERSED.

LONDON, October 8th.

A French Eastern communiqué states:— The Austrian forces from the Italian front, who were defeated on October 5th near Vranje, are falling back in disorder in the direction of Nish. They have abandoned 1,500 prisoners and 12 guns, including six heavy ones, which have fallen into the hands of the Franco-Serbian, who are pursuing the enemy."

In the direction of Lesocovic, further west, a strong German detachment, which was retiring, was overtaken and dispersed by the French, who captured Kacanik station. A number of convoys and a complete train were also taken in the course of the fighting. One hundred prisoners were captured."

In Albania, the Allies continue to advance beyond Debra."

A strong enemy detachment on the El Basan road was driven back towards the confluence of the Devoli and the Langaitza."

EARLIER CABLES.

ITALIAN MARCH ON EL BASSAN.

LONDON, October 7th.

An Italian official message states:— In the Albanian coastal area we are continuing our march towards the Lower Skumbi."

To the north of Berat, our advanced guard, overcoming the resistance of the enemy's rear-guard, taking prisoners. They crossed the Devoli and are continuing their march on El Bassan."

[FRENCH WIRELESS.]

CUTLER PALMER & CO'S



SOLE AGENTS IN HONGKONG AND SOUTH CHINA

LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS

"REMY MARTIN BRANDY"



Sole Agents: THORESEN & Co.



Guarding Our Interests.

Where would you be if those brave boys were not guarding your interests. It is your duty to guard their interests should they fall, so buy St. Andrew's WAR BOND TICKETS, Fifty Per Cent. for War Charities.

Hongkong St. Andrew's Society

WAR BOND DRAWING

December 31st, 1918.

Tickets on Sale at all Banks, Hotels,

Clubs and Stores.



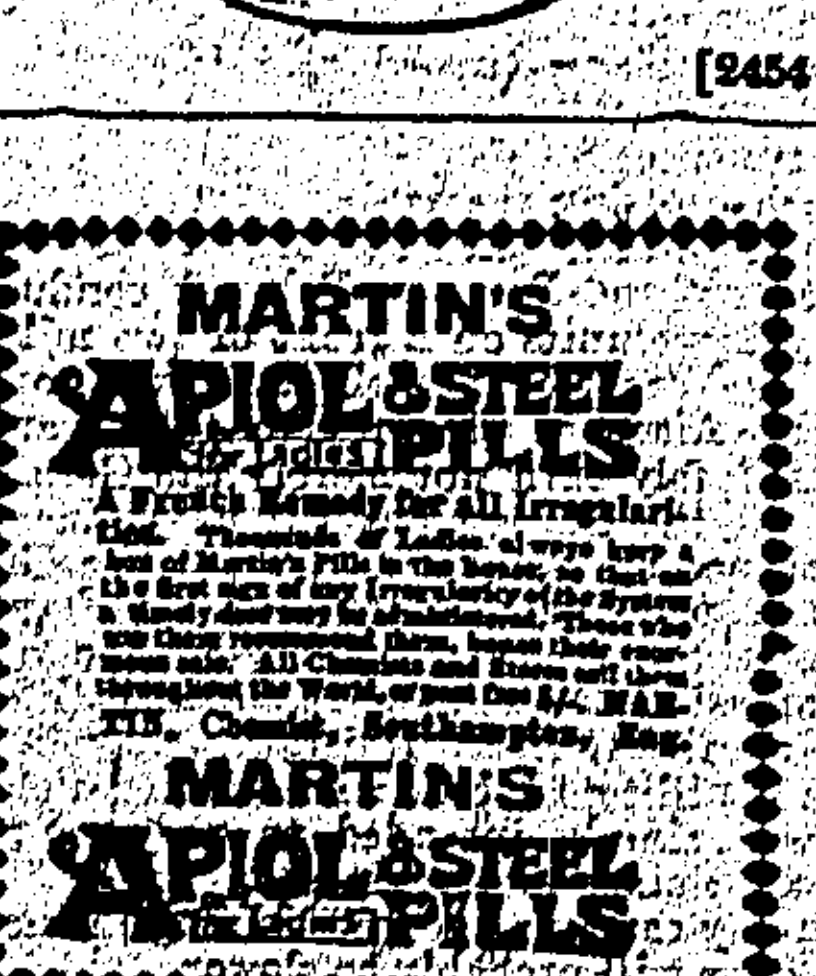
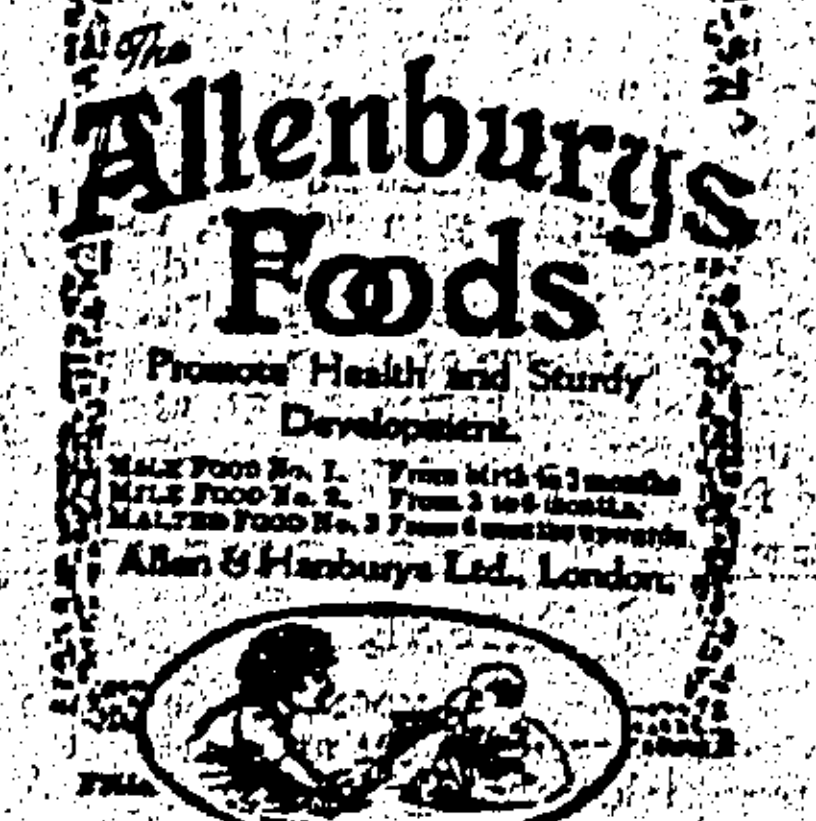
Cuticura Better Than Beauty Doctors

For cleansing, purifying and beautifying the complexion, hands and hair, Cuticura Soap is supreme, especially when assisted by touchers of Cuticura Ointment to soothe and heal the first signs of skin troubles. For free sample address post-card: "F. Newberry & Sons, 27, Charterhouse Sq., London." Sold throughout the world.

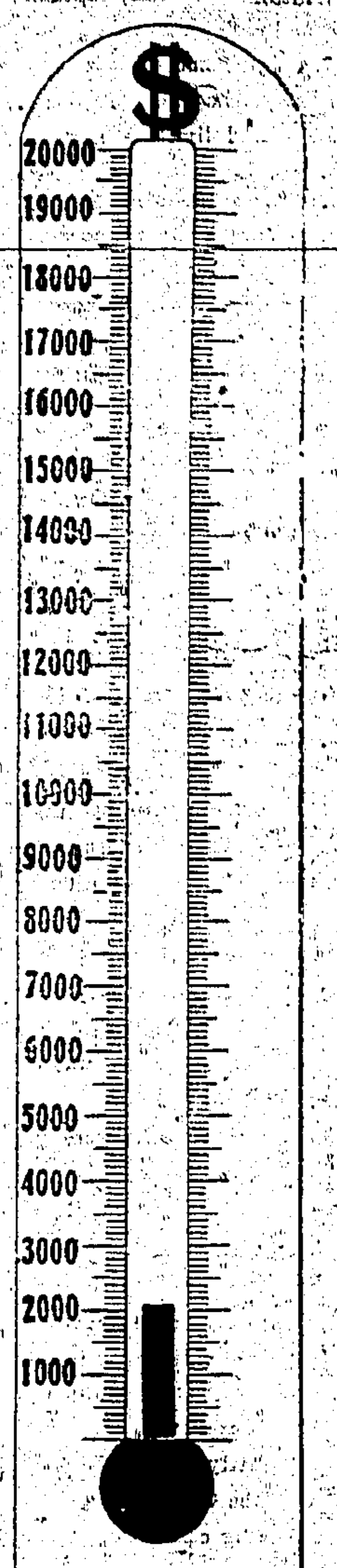


Anxious Mothers

MANY mothers are worried about the changing of Baby's Food from time to time. The Food that suits a baby's needs at one time, may not suit him at another. The "Allerbury" Food is the only system of infant feeding that provides for Baby's needs step by step—a progressive dietary suited to Baby's growing digestive powers from birth onwards. The Juices of grapes, oranges, or meat juice so beneficial to the infant baby can be given with this Food and instructions are furnished on each package.



LADY MAY'S ROSE FUND



Subscriptions received LAST YEAR by Lady May's previous to "OUR DAY" amounted to \$2,357.00 and it is hoped that subscriptions this year will exceed \$10,000. All subscriptions will be acknowledged in the newspapers and the thermometer altered to show the amounts received to date. It is hoped that residents in the ports of South China, who will be unable to visit Hongkong on "OUR DAY", will avail themselves of this opportunity to subscribe to the Fund through this medium. All subscribers will receive a special rose.

Subscriptions should be addressed: LADY MAY'S ROSE FUND, Government House, Hongkong.

AMERICA PREFERS THE RIFLE THE MOST PERFECT WEAPON EVER PRODUCED.

With the entrance of American troops into the front-line trenches the rifle, says the Pittsburgh Dispatch, is coming into its own in the European war. Hitherto, except with the Canadians, it has not played the part that might have been expected of it. Already the deadly accuracy of American marksmanship has taken its toll of German victims, for the rifle is the favorite weapon of our troops. It has been acknowledged for years that the American Regular Army, small though it was prior to 1917, is the finest body of marksmen in any army. Our teams competing at Camp Perry and at Bisley against the best shots of Europe and the Western Hemisphere, prove conclusively that the superiority still rests with us.

The United States Government has made for its army the most perfect military rifles ever produced. These are the Springfield model of 1903 and the 1917 model, both of which are beyond question, better guns than those used by any other army in the world. The cartridges for these weapons are the best now in use. The policy of the Government has been to appropriate about \$15 a year for the rifle practice of each soldier in the army. Target ranges have been built in all parts of the country. These were available not only for the use of the army and the National Guard but also for rifle associations. The ability to shoot accurately has made the American rifleman dangerous. This same skill is making our infantryman superior to his foe on the western front. General Pershing recognizes the need of maintaining this advantage. In his reports he recommends that the greatest care be taken in rifle instruction at the cantonments since this is the most valuable weapon both in offense and defense. Put a company of crack German troops against an equal number of ours. Let them direct their fire based on the "general results" theory at our men while our boys follow the American method of selecting an individual target. An average company of Germans would contain about ten experts, twenty sharpshooters, thirty-five marksmen, and a large number of first-class riflemen. The result would not be hard to determine. It is because of the deficiency of the German rifleman that their General Staff has resorted so largely to the hand-grenade. For the same reason the French and British have done the same.

CAVALRY. VALUE OF THE MAN ON THE HORSE.

[BY A CAVALRYMAN.]

Cavalry patrols have penetrated five miles behind the enemy's original line.

Three or four times during the last year we have seen announcements similar to this in communiques when a "push" has taken place—not only on the western front but in Russia and Italy as well. What does it mean—what picture does it convey to the mind of the man reading his morning paper? To some—those with a very vague idea of the use of cavalry—it may mean lines of galloping horses, shouting men, and panic-stricken Germans running for dear life. Others may imagine a regiment after regiment trotting gaily along the high roads—swords drawn, or lances with their lances waving as the wind catches them. Both of these are very far from the real thing.

If you could place yourself among the enemy rearguard you would see practically nothing for an hour or more, and then, if your eyes were well trained, you would see perhaps one horseman cautiously picking his way towards you, followed, after a few minutes, by another. If they were in wooded country they would have their rifles drawn; in open country they would have nothing in their hands at all, except, possibly, a map. These two men would then confer for a moment, and one might turn and trot back in the direction he came from. The other might either go on, or more probably would dismount, and with his glasses scan the country round about him, paying special attention to any villages that he could see.

THE PATROL.

After five minutes the other man would come into sight again, bringing with him three or four others—on probably an officer, a subaltern. He would have a map, and would at once call up the man who had been watching the ground in front to speak to him. He would ask him what he saw, what he heard, if he saw any fresh tracks made by horses; and, having heard all he wanted, on would go the two "advanced points" again, with a definite place to go to, there to wait again as before—and to watch. When they have been gone three or four minutes another man would follow, and after him, quite close-up, the officer—the "patrol leader"—and a man with him, probably his servant, would trot slowly on. Two or three hundred yards behind them would come the remainder of the patrol—two men, perhaps, with a connecting file half-way between them—and the patrol leader. They would ride past you, and that is all you would see. Not very exciting, is it? But these little patrols are being pushed forward all along the western front—one to every mile or so—forgetting their way ahead ever so carefully, and yet going as fast as they possibly can without endangering the lives of the troops following in their wake.

After these patrols, who are the "feelers," come the large bodies of cavalry pouring through the gap between the lines of the enemy, and perhaps whole squadrons, all bent on the same purpose—destruction—destruction of telegraph wires, signal stations, the holding up of columns of lorries or wagons, the stopping and destroying of small bodies of the enemy moving up to reinforce their badly defeated comrades. The probable method of dealing with these bodies would be three or four Hotchkiss rifles turned on them suddenly, and then, if the ground permitted it, a quick transformation from "column" to "line," and then hell for leather and the devil take the hindmost!

INTELLIGENCE NEEDED.

It is obvious from the short account above that the cavalry soldier has got to be a very intelligent man; must be able to write distinctly, read a map accurately, use his glasses effectively, and know how to use his eyes. He must be something of a Red Indian and something of a scout, his main object being to see and report. And he has got to be brave in a different way from the infantryman. It is not hard to be brave when brave men are all round you; but it is not an enviable task to be out on your own, "in the blue," in enemy country, and know that your life and the lives of many others depend on your eyes and ears.

It takes months and months to make even a decent cavalry soldier—before the war it took years—and that is why it is such a terrible waste of training when cavalrymen are killed holding the trenches as infantry. At times it cannot be avoided, but the less it occurs the better will it be for the infantry when the great break comes in the enemy line.

The cavalry have no easy job when not fighting. The vision of comfortable billets and no work is altogether wrong. Perhaps you may be perched on the top of a hill and there is no water for a mile. You must water your horses at least three times a day, and you must do hard training all the time; and still get in your hour and a half's "stables" every morning. Rain or snow, the horses must be looked after.

British cavalry have the reputation of being good average horsemen, and exceptionally fine horse-masters—that is, experts in the care of horses. There is no finer cavalry in the world, and there never will be.—Daily Express.

1914-1918—A RETROSPECT.

[BY SIR ARTHUR CONAN DOYLE.]

There is one point about the great war which no historian will ever make clear, because in its essence it gets beyond the physical and impinges upon the spiritual.

That is why the Germans, trained to the minute and with every conceivable advantage upon their side, did not sweep off the map in the first two months, the unprepared forces which faced them. Even now we could suggest few improvements in the original German army, with its invisible uniforms, its aeroplanes, its telescope sights for snipers, its heavy guns, its profuse use of machine-guns. Compare it with the French, clad so as to be walking targets and without a heavy gun in their whole field army; or with the British, whose equipment was certainly more modern, but who suffered from such a dearth of munitions that again the guns could not be fed. It is a chapter in history which we can record and wonder at, but we can never explain. The imponderabilia of a just cause and a fiery sense of wrong weighed down all the material advantage, until that human torrent was slowed, was stayed, and finally was turned.

THE YEAR OF RESISTANCE.

The year of 1914 may be called the year of resistance. Everywhere our shoulders were against the two doors, the one which led to Paris and the other to the coast. Looking at it from the purely British point of view there were two great epics in 1914. The first was the stopping of the German rush upon Paris. In this our army, outnumbered, confined us to a subsidiary part, and yet the fact that it was von Kluck's army which was eventually driven in at the Ourcq—the very army with which we had grappled, and which we had weakened—must be a source of satisfaction to us.

In the other epic we played no minor part. We held the second great rush, that of the German reserve armies for the sea, and with the help of Belgians and French divisions we turned it at Ypres. Our Allies were loyal and splendid, but history will admit that it was our own regular army which in the main held this vital line, and wore itself to a shadow in the most desperate battle which all its annals can record.

IMMOBILITY OF EQUAL EFFORT.

This brought the war to a static condition. As some soldier expressed it: "About this time a General drew a blue line on the map and said 'dig here!' We have been digging ever since." The armies sank into the trenches in the autumn of 1914, and they did not emerge until the early spring of 1917. Great efforts were made by either side, but those lines of resistance, with the flat bullet-swept intervals between, were terrible absorbers, and the splendid opening tailed off in every case to an unsatisfactory end. At first it was the short and sharp struggle such as Neuve Chapelle, Loos, Champagne, or the second battle of Ypres.

Then in 1918 came the prolonged struggle such as Verdun and the Somme. During all that weary time neither army moved five miles. But though they lay motionless, and the position might seem to be eternal, the reasoning observer understood that it was the immobility of equal effort, that both were tense and strained to the uttermost, and that, sooner or later, one or other must crack.

Each side had one chance of a crushing victory. The Germans lost theirs when they introduced gas upon one sector instead of waiting and using it simultaneously all down the line. The British lost theirs when they used imperfect tanks in a piecemeal way instead of developing their invention in secret and then releasing a thousand at one time with a crushing effect. In each case the defender rallied from the partial attack, and the trench war continued.

THE SOMME BATTLE.

Then at last came the first movement. It was a recoil by the Germans, when they saw their flank turned by the long effort of the Allied armies upon the Somme. There followed a series of battles which will always make 1917 illustrious in our military history. In each case they were limited to the winning of local successes, but they all involved the capture of ground, of prisoners, and of guns. Arras upon April 9th; Messines upon May 7th; Passchendaele, beginning on July 31st, and Cambrai upon November 20th, were all great British achievements, while the French, save for one reverse in April, had an uninterrupted year of success. It is true that our last two victories were disappointed, the one by the rains of Flanders, and the other by the German counter-stroke of November 30th, but none the less it was a year in which the result was altogether in our favour.

THE SPRING OF 1918.

But the defection of Russia had fatally altered the balance of power, and a considerable period must elapse before the strength of America could come in as a compensation. A million fresh troops rolled from East to West and the Allies had to brace themselves all along their line to meet the shock. Knowing what we now know of the strength and of the new methods of the enemy, it is clear that whatever part of the long army was struck by this concentrated force was bound to be driven by it. Everything had been done, that, fortification, and fortification could do, but the defence was too thin, and the attack too strong. There is no doubt that the British line was overextended, but it had been necessary to draw

out a number of French divisions for training, and the gap had to be filled. Some risks must be run in warfare, and from first to last no one is to be blamed, civil or military, save only the traitors in Russia who relieved their own backs of the German burden by piling a double weight upon the Western front.

THE RUN'S WORST ERROR.

It may be that when the war is looked upon as a whole, and the course of German strategy is reviewed, their very worst error (save, of course, their colossal blunder in ever entering Belgium) will prove to be the selection of the point for this great attack. They might well reckon that, whenever it struck, it would certainly gain a considerable stretch of ground. Therefore it would seem to have been their correct policy to strike where a gain of ground would give a very real advantage. Thus, if the gain were in the North, it must include Dunkirk, if not Calais. If on the Aisne it would probably bring them within shelling distance of Calais. But, out of the whole long line, they deliberately chose the one place where an advance simply gave them back the ground which they had themselves surrendered the year before, and which had been ravaged by them. Surely this will count as a very great error. They had, of course, Amiens and the Somme estuary as a further objective, but it proved to be beyond their grasp.

A GREAT RECOVERY.

We are gradually learning the details of that great battle that began upon March 21st, details which have been given to the public in such a fashion that the impression has gone abroad both here and among our Allies that it was a disaster, whereas, in fact, it was one of the most remarkable recoveries which any army has effected during the war. In some ways it was more wonderful than the retreat from Mons, but it differed from that famous movement in that the Mons retreat was always strategic, whereas the retreat from the new to the old British line was certainly caused by a tactical defeat in the first instance. A dense mist, by an extraordinary piece of good luck, neutralized the arrangements for defence, and the battle began by the whole forward line at every point of attack being overwhelmed by the advance. This involved the destruction of nearly a third of the force actively engaged and crippled the rest to an extent which might have proved fatal to their powers of resistance. Of the four corps in the North under General Byng only the two central ones were struck by the first German rush, but as they reeled back before it the two flank ones had to move also to preserve the line. It is historical how fighting hard all the time, they fell back upon their reserves, and how, upon March 25th, Ferguson's 17th Corps and Haldane's 6th Corps, aided by the right units of Horne's First Army in the North, turned upon their pursuers in such a fashion that they had never gone forward a foot in that region from that day to this.

GOUGH'S ARMY.

More serious was the affair of Gough's Fifth Army in the south, where the enemy had mustered his chief strength. With 4,000 guns and forty divisions, he burst upon the eleven British divisions which held the line, and pushed back them and their supports, which consisted, all told, during the first eight days of four infantry and three cavalry divisions, with an artillery which numbered 1,300 guns at the beginning, but lost a large proportion of its strength in that fatal fog.

Had this army been overwhelmed nothing could have saved Amiens, and the whole war would have been in jeopardy. With coolheaded valour it fell upon its distant supports fighting from every wood and farm and hill, to bring to a stop that mighty horde which rolled behind them. Many a division had taken samples from eight and nine German divisions before the fight was over. Never once was the line broken, and always some fresh body of weary, but indomitable, men threw themselves across the path of the invaders, until that happy day when the Australian and New Zealand divisions raced up to thicken the shattering lines.

In the south the French also had thrown themselves loyally into the fight, but they also were carried forward on the torrent, and could not re-establish the line until Montdidier had been reached. In the more northern portion hardly any ground was lost which had not already been held by the Germans, and though they took Arras it was an empty shell, from which even to this day they have been unable to dislodge.

THE SCALE TURNS IN OUR FAVOUR.

Then came their successive heaves, each of them less successful than the last, as their strength was worn down and their new tactics were understood and mastered. There was their Flanders advance upon April 9th, which was delivered upon a line the centre of which was held by the brave but utterly inexperienced Portuguese troops, who were overwhelmed by a fire which would have tried any soldiers in the world. The British 5th Division held the village of Givenchy against all odds, as did the 1st Division which succeeded them, but a large piece was bitten out of the line ending in the capture of Kemmel.

But Ypres still stood defiant, and nothing of any vital consequence was lost. Again it was Dead Sea fruit, paid for by the best blood of Germany. And then came the three successive pushes against the French front on the Aisne, terminating in their defeat by Foch with the loss of 400 guns, 30,000 prisoners, and much of the ground that they had won. Week by week the Germans dwindled. Their reserve depots ran dry. Every month, yet another 250,000 splendid American troops arrived upon the scene. The scale already sinks in our favour. In August it will do more in September, and in October some great result may be achieved. *Sunday Times.*

OUR ECONOMIC POLICY. LESSONS OF THE WAR. SPEECHES BY THE PREMIER AND CHANCELLOR.

Mr. Lloyd George and the Chancellor of the Exchequer were invited recently by a deputation of some 200 heads of manufacturing firms to make a declaration as to the future economic policy of Great Britain.

The deputation, which was convened at the instance of the National Union of Manufacturers, was introduced by Sir Edward Carson and Mr. George Terrell. Sir Edward Carson drew attention to the resolutions recently passed by the union. Sir Vincent Caillard, Sir William Pearce, M.P., and Mr. Arthur Beck spoke in support of the resolutions.

MR. LLOYD GEORGE.

Mr. Lloyd George, who was received with cheers, said: My colleague and I are very pleased to have an opportunity of meeting so influential a representation of some of the greatest industries in this country, because, before the Government announces its policy upon these grave matters which affect the future of this land, it is essential that we should make ourselves acquainted with the views of the practical men who are connected with our great industries. If we have not made any announcement up to the present, nor sought more frequent opportunities of consultation, believe me it is not because we do not realise the importance of these matters. It is that our time is absorbed with much more terrible and much more immediate problems. We have cast upon us, as a primary duty, the winning of this terrible war. (Hear, hear.) And more especially since March 1918, the whole of my time and the time of my right honourable friend can spare from Parliament has been devoted to the gigantic task of defeating the most formidable attack that our foes have ever launched against us; and we are on the way to completely baffle it. (Cheers.) That does not mean that we have not been able to give a good deal of attention to the past to the problems which you, Sir Edward Carson, have placed before us to-day, and not to-day for the first time, because, if I may reveal Cabinet secrets, you even placed them before us when you were a member of the Government. There are two considerations, at least, that delay declarations on the part of the Government as to their final views. First of all, there is the one which I mentioned, that our time has been absorbed, especially during the last few months, by the demands of the great battle. The second is, that we must necessarily, in whatever policy we proclaim, keep in touch and in complete accord, first of all, with our Dominions, and secondly, with our Allies. (Hear, hear.) There is a good deal of discussion about a League of Nations, and I am certainly one of those who believe in it. But there are two Leagues of Nations which are already in existence: the first is the British Empire, and the second is the Great Alliance against the Central Powers. And whatever decision we come to must be one in which we can march hand in hand and side by side with those two great Leagues of Nations of which we are members.

AMERICA AND PARIS RESOLUTIONS.

We have been discussing this problem in the course of the last few weeks with the Dominions, and we had discussions with our Allies before America came in in 1916. The Paris resolutions were arrived at in 1918. Up to the present time America has expressed no opinion upon the Paris resolutions, and it is vitally important that the policy of America and the policy of this country should be in complete agreement on economic problems, as well as on other problems. (Cheers.) All I am permitted to say at the present moment is that I am very hopeful because agreement amongst the Allies on these great problems means that the economic fate of the world will be in the hands of the great Allied Powers who are federated together at present. (Cheers.) Now, gentlemen, subject to those limitations, I propose to make a few observations on the three or four questions which you raised, Sir Edward. But before I do so, may I very respectfully say that the less we talk of the theories of the past and the more we deal with the realities and the needs of the present, the better the national policy we shall make. (Cheers.) I will tell you why. In the war we have been a united people in defending the Empire. I want us to be a united people again in the reconstruction of the Empire. (Hear, hear.) And more than that, there is nothing which you have said to-day that would lead me to believe that there are any insuperable difficulties in our continuing united.

You have raised some issues of the most vital importance with regard to our industries. The essential industries of this country must be not merely maintained, but strengthened. This war has taught many of us useful lessons, and I hope those lessons are not confined to one party. Sir Edward (Laughter.) I have no doubt there are men in the party to which I belong who have been taught many things that they did not quite appreciate before. May I respectfully hope that there are men in the other party who also have been taught a few things. There are the days when courage is needed, and there is no greater demand on courage than when you have made up your mind that a certain course is the right one to take, to take it without any regard to anybody who taunts you that you are inconsistent with what you have done before. (Cheers.) The country must come first, and not the career or consistency of any man or any party.

(Cheers.) During the war we have undoubtedly discovered that there were industries in this country that were essential not merely from the commercial point of view, but from the point of view of national defence and security. Under no conditions, and whatever it costs, should we let those industries down in the future. (Hear, hear.) There, I think, we ought to have the most complete agreement, and I do not doubt for a moment that you will get it. The best method of securing those industries against unfair attack, against unfair competition, the best way in which you can secure their development and ensure that they shall go on growing and increasing with a view to the strengthening of the country, is a matter which will require the very deepest consideration, and it is a consideration which no Government could possibly avoid giving to it at the earliest possible moment.

AFTER-WAR DIFFICULTIES.

There are two or three things which I should like to say upon that particular problem. The longer the war lasts the sterner must be the economic terms we impose on the foe. (Cheers.) And I think the sooner he realises that the better. He is fighting in order to impose his own economic terms upon the Allies. (Cheers.) As far as that is concerned, we must be in a position to determine the conditions which we regard as fair, without having them imposed upon us by the will of the enemy. And if he goes on fighting, imposing greater burdens upon us, destroying our young manhood, and guilty also of outrages which shock humanity and which make it difficult to shake hands with him when the war is over, the sterner will be the terms that will be imposed upon him. (Cheers.)

Mr. Beck in his eloquent speech referred to the conditions immediately after the declaration of peace. I agree with him that it will be a time of dislocation of industry. There is a stream flowing in one direction which you will have to divert into another, and I have no doubt that there will be a good deal of confusion, that will be a time when all the organisational capacity of the nation and all its individual strength will be required in order to prevent something which is worse than confusion. A fact of much importance is that there will be arrears of production which will take us years to make up, even in manufacture. A great difficulty will be raw material, where to get it and how to get it. Another difficulty will be transport; and you will find that during the first years of peace these will be difficulties that will require special consideration of a totally different character even from that which has been predicted in the very able speeches which have been delivered here to-day. Those questions will demand the most careful consideration. You will require the most complete understanding with our Allies, and a complete understanding with our Dominions, because it is most important that you should carry along with you the people who have contributed with you to the common sacrifices.

That is one of the observations I would make in regard to the question of Government interference after the war. No one ever dreams of continuing the present system of control after the war. I agree with my friend, Sir William Pearce, that the strength of this country has been very largely in the ingenuity, the self-reliance, the adaptability, and the resourcefulness which come from individual effort. So far as that is concerned, I do not think the same does not let us despise what all Germany has won from combination, and in the future, although I do not in the least deprecate the individuality which has come out of the old British methods, there is a lesson of the war which even the Germans have taught us, in the effect of the assistance of State action, of State help, of State encouragement, of State promotion, and of concerted effort amongst those who are engaged in all the industries of the country. Let us learn our lessons from ever they come from, even from the Germans. (Cheers.) But no one would ever dream of continuing the present system of rigid meticulous interference which is essential in a war. War, if it is to be victorious, must be waged by a disciplined nation, and a disciplined nation must mean interference. You fear that a man out of his business—may be a man who is conducting it—and you only one who is in it, 7d., or whatever send him away at a trench in France. That it is a day, to a man's business, is interfering with a man's business. The war is essentially interfering with business at every turn and you cannot avoid it. And let me say this: magnanimity as the business and industrial community of this country has shown its capacity to organise itself for war—and there has been nothing comparable to it in the whole history of the world—I quite agree that when the war is over all constant interference, which may be absolutely essential now in order to direct and to concentrate the whole strength of the nation upon the war, must disappear.

ECONOMIC PARTNERSHIP.

But there are two or three things that must remain even then until we get over the transition period. You are not going to get raw material without Government interference to a considerable extent. You have also to organise transport. You have got to see that the Dominions, who are also in arrears in respect of British manufactures, shall have their fair share. We have to do more than that. We must not forget the countries who have been fighting side by side with us, and who will be entitled to the assistance of Great Britain in the re-equipment of the essential conditions of their industrial and national life. (Hear, hear.) You might have perhaps from an enemy source an order which will be more remunerative to you than an order which would come from you than an order from the Dominions, or Great Britain, from the Dominions, or from our Allies. I think we ought to see that the people who have been fighting together should be served first. (Cheers.) Do not let us make the mistake of dissolving partnership the moment that fighting is over. The world will not

come right at once, and if you dissolve partnership with all these great peoples—a partnership cemented with blood—there will be men quite ready to take advantage of it, even when the war is over. Therefore it is vital that when the war is over, and when the transition period has come, when there will not be enough to go round, we must keep the partnership going and help each other to the end, so that the brotherhood shall remain. (Cheers.)

There is the other point which I want to put to you with regard to transport. Because, there again, you might have a shipowner—I do not say that there are shipowners like it—who could get a double or a triple freight for carrying to an enemy country to what is offered or what is fair for him to exact for carrying to Great Britain, or to the Dominions, or to the Allies. I am in general agreement with the principles which have been laid down. But do not hitch on to past controversies. Let us consider our problems anew. I am sure it is the best way of proceeding. It is the only way in which we can secure absolute national unity. And when the Government comes to make their statement I shall be very surprised if you are not quite satisfied with the statement made. But before we can make it we have to get into closer contact with our Allies, and to see, first of all, that there is no declaration that will in the least interfere with the concord and good-will and co-operation which have existed between us and our Allies. But you can be assured of this. It will be a chief concern of this Government to see that the great industries upon which the strength of this country depends shall be developed and strengthened. (Cheers.)

MR. BONAR LAW.

The Chancellor of the Exchequer, Mr. Prime Minister, when you asked me to come with you I was very glad indeed to do so. The difficulty I have in addressing an audience like this is not what I say but in what I refrain from saying. I find myself very much in agreement with most of what has been said this afternoon. I should, however, like to say a word only about the problem that was referred to by the Prime Minister, and that is of control. I was myself long enough in business to know that there is nothing a man who is running his own business hates so much as unnecessary interference from anybody. And I can assure you of this, that the Government as a whole is anxious at the earliest possible moment to get rid of the restrictions which the war has made necessary, and to allow individual competition to have the free play which has made our commercial community so great. But it is quite obvious to you—I am not going into the reason why—that perfect freedom at the end of the war is impossible. Most of you know what a corner is. We shall be vitally dependent on raw materials as the first essential of reconstituting our industry, and if free play were allowed there I am greatly mistaken if you would not find that a corner, organised perhaps by our old enemies, had arisen in almost all the staple raw materials that are essential for industry. That has got to be guarded against. You with that qualification I can assure you that the Government will get rid of Governmental control as quickly as possible.

As regards the other question, I entirely agree with the Prime Minister that we have to look at this from the new conditions which have got to carry the country in the direction we wish it to go, by making it realise what the lessons are which the war has taught us in this direction. Nobody likes to be told, when he is taking a particular line of policy, that he was all wrong in the past; and that those who were teaching him were right; that would be very foolish, and it would not be true. We have all had lessons in the war, and one of the lessons—I do not think it was necessary to teach our party, but it was a lesson which had to be taught to some people—that the people who are well-to-do. One of the lessons of this war, which I am glad to see that you all realise, is that you have to think, not only of the profits which manufacturers can make, but of the conditions of the men who are going to work for them, and who have preserved to us this Empire, which will make it possible for us to realise those conditions.

"SOMETHING MORE DEFINITE."

Now I have no doubt you would like to get something more definite than what the Prime Minister has said. (Laughter.) I have no doubt of that. I am sorry to say you are not going to get it from me. (Laughter.) But there are some things which he has said which, I think, would almost go far enough to satisfy you that the anxiety which you feel you need not entertain. First of all, we have taken a step—and remember, it is the result of the war, which has been taken so easily—which is an immense move forward in our whole conception of trade policy, and that is the acknowledgment that, so far as this Government is concerned, the principle that we are one Empire, and of Preference within that Empire, is established. And I believe, indeed I know, and I am sure of it, as I can be of anything, that the whole country will endorse that decision of the Government. As regards the other side of our problem, I have never myself had any doubt, now that the war has taught us these lessons, first, that there is no good in having a certain amount of wealth within your country, you do not yourselves produce the things that are essential to preserving the safety and independence of the country. (Cheers.) I am certain that is a lesson that has gone home to the whole of the people of this country, and which was referred to by the Prime Minister when he spoke of essential industries. That is essential. I am sure I am only expressing what you, in expressing my own view, what every one of you feels, that what we wish is not to get a triumph of any kind over anybody.

(Continued at foot of next column.)

VOTE OF CREDIT. CHANCELLOR'S STATEMENT.

ALLIES' INDEBTEDNESS.

Mr. Bonar Law made the following points in the House of Commons when moving a Vote of Credit on August 1st, for £700,000,000:

There will be another vote of credit in the autumn session, and one between the meeting of Parliament and March 31st, 1919.

The last vote, on June 18th, will carry us well into the first week in September.

From the beginning of this financial year up to July 13th the actual expenditure was under £724,000,000 or 21 millions less than the estimate.

There has been under-spending to the extent of 211 millions in the Army, Navy, Munitions, and Air Service.

Ten millions of this refers to merchant shipbuilding—a matter of anxiety.

The number of submarines destroyed is far greater than at any earlier period.

The world's shipping is being produced more rapidly than it is being sunk.

The Cabinet are taking steps to have the whole position completely gone into. Nothing will be left undone by the Government to restore the position of our merchant shipping.

There is an increased expenditure of £8,000,000 on the Army.

Loans to Allies and the Dominions were £22,700,000 less than was expected.

The debt due to us by the Dominions is £208,500,000, by Russia £388,000,000, by France £402,000,000, by Italy £213,000,000, by Belgium, Serbia, and Greece £119,000,000.

The expenditure in miscellaneous services has increased by £41,000,000.

The actual deadweight expenditure was £247,000,000, being £34,500,000, or £31,000 per day, under the estimate.

We hope to be able to increase the stocks of food throughout the whole of this year.

Borrowing in connection with National War Bonds has far exceeded my expectations.

The loan of January, 1917, was more successful than any that has taken place in the world.

Between January 1st and September 30th, 1917, the amount of money received was from War Bonds £948,000,000, War Savings Certificates £20,350,000, Exchequer Bonds £23,110,000—a total of £1,001,110,000.

In the succeeding nine months there was contributed in War Bonds £917,430,000, and in War Savings Certificates £75,930,000; and in addition there have been applications for about £25,000,000 of War Savings Certificates.

The Prime Minister: Except over the Germans.

The Chancellor of the Exchequer: Over anybody at home. What we wish to see the things that we believe are essential for the welfare of the country carried out. (Hear, hear.) That is what we want. Certainly the way to do that is to get the largest possible amount of unity in support of any plan which we propose to adopt. I have said that the Dominions have said to you that the essential key industries must be preserved, and there is something else which I implied, I think, and it is this. If these conditions of labour are to be maintained, I shall be greatly astonished if we do not find that the great bulk of our countrymen, whatever their views were before, do recognise that there must be some stability at least in our home market—there must be some stability in it. Well, gentlemen, these are the things you are here to urge upon us, are they not? (Cheers.) The Prime Minister has promised that a statement will be made. It is quite obvious that the difficulty in coming to a decision on these problems is not the difficulty of getting us to make up our minds. It is much more complicated than that. The problem has changed. You all cheered the remark that we must think of our Allies as well as of ourselves, and that has got to be thought out. You have to remember this also, that at the beginning of peace the essential thing will be raw materials. Fortunately for us, a very large part of them are within the British Empire, and the question of Preference, which, remember, is accepted willingly by the representatives of the Dominions as a duty not imposed for the sake of Preference, but a duty which is going to be of immense advantage, not only to the whole Empire, but it is going to be of immense advantage to the same feeling, which existed during the war, when the Dominions have been ready to place their resources at the disposal of the Empire, is to continue after the war, and it is essential that it should continue.

That is all I am going to say now. You do not wish, I am sure, to urge us into any premature declaration, which would not only perhaps embarrass the Government, but that we do not mind—but would make our negotiations with our Allies more difficult. What we do realise, and this I am sure is the point you wish to emphasise—is that our manufacturers must, in some way or another, know where they are going to stand when the war is over. That is the essential point for them. I am confident that the statement which the Government will be able to make, a statement which will not run in conflict with the views of any of our Allies, and remember, from the point of view of raw material and of economic pressure, bringing the United States along with us, is almost as vital as anything within the British Empire. (Hear, hear.) I will satisfy you that there will be nothing to prevent you from devoting, when peace comes, all your energy to re-establishing the industries of this country.



The new Royal

The Herald of Better Service

IN the arena of "Big Business" has appeared a new steel-brained champion, the Master-Model of the Royal—the machine with the rapid-fire action; the typewriter that fires letters as an automatic gun spits bullets!

Unless you are "Royalized" you are paying the price of the Royal without knowing it—besides that of your old-style machine—in the higher cost of your business letters.

Built for "Big Business" and its Great Army of Expert Operators

This master-machine does the work of several typewriters in one—it writes, types cards and bills! The one machine does it all—without any "special" attachments.

The following net cash prices are based upon the present high exchange:—

10" Carriage \$140 14" Carriage \$180.
13" Carriage \$180

ALEX. ROSS & CO.
Telephone 27.

MACARONI, PASTES, EGG NOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

THE HING WAH PASTE MANUFACTURING CO., LTD.
Head Office: No. 47 and 48, Connaught Road, Central, Hongkong; Telephone No. 1332.
Principal Factory: No. 71, North Beach Road, Shanghai, China; Telephone No. 3385.
Branch Factory: Wing Hing Street, Causeway Bay, Hongkong.
Cable Address: "HINGWAH" 2337

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA."

14,000 tons each
HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG AT NOON.

SS "ECUADOR"	Nov. 6th
SS "COLOMBIA"	Dec. 4th
SS "VENEZUELA"	Jan. 31st

These Steamers have the most modern equipment including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable staterooms. All single and two berth only.

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the attendance on passengers cannot be overestimated.

Tickets are interchangeable with the TOTO KIKU KAISHA and the CANADIAN PACIFIC OCEAN STEAMERS, LTD.
For further information rates, literature, schedules, etc., apply to COMPANIES OFFICE in Alexander Building, Chater Road, Telephone 141.

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

SS "VEZUELA"

FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports, consignees of cargo are hereby informed that their cargo will be landed at their risk into the Godowns and/or extra Godowns Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers, Hongkong, 7th October, 1918. (2488)

ON SALE

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, January to June, 1918.

With Index, Price £2.50. On Sale at the Hongkong Daily Press Office.

PACIFIC MAIL S.S. CO.
J. ORAM SHEPPARD,
Acting Agent.
Box 2, 4th October, 1918. (2487)

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to KILWA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to KILWA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELJERMAN" LINE.

(WILHELM & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

PORT	STEAMERS	TO	DATE
SHANGHAI	"SUIYANG"	On 10th	Oct. 9 P.M.
SWATOW and BANGKOK	"LIANGCHOW"	On 11th	Oct. 9 A.M.
SHANGHAI	"RAIFONG"	On 12th	Oct. 3 P.M.
SHANGHAI	"KUIHONG"	On 15th	Oct. 2 P.M.
SHANGHAI	"SUNNING"	On 17th	Oct. 1 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, making Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 8 to 10 Days).

"HAIHONG" ... Capt. J. W. Evans ... THURSDAY, 10th Oct. at 1 P.M.
"KAITAN" ... Capt. A. E. Hodgins ... TUESDAY, 15th Oct. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage, apply to—

DOUGLAS LAFAIR & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

WESTWARD.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage apply to

DAVID SASSOON & CO., LTD.
Agents.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at	Due at
October	Home- wards	Sta. from October	MARSEILLES	LONDON

When Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australian Route tickets interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.

Leave Hongkong about

Passengers may travel by Railway in Japan between Ports of Call free of charge.

INTERMEDIATE STEAMERS
(Non-Transshipment),
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
Proposed sailings:

STEAMERS	Leave Hongkong about	Leave France about	Due at Marseilles about	Due at London about
The Intermediate Service is Temporarily Suspended.				

"WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DRUGGAL, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns. For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

P. L. KNIGHT,
Acting Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI KOBE & YOKOHAMA	SHIDZUOKA MARU 12,520 tons	THURS. 10th Oct. 11 A.M.
	KAGA MARU 12,300 tons	WED. 30th Oct. 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	AKI MARU 12,300 tons	SAT. 19th Oct. 11 A.M.
	NIKKO MARU 9,800 tons	SAT. 14th Dec. 11 A.M.
SHANGHAI, MOJI & KOBE	TOTOMI MARU 7,000 tons	FRI. 18th Oct.

LONDON or LIVERPOOL via SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN. MELBOURNE via MANILA, ZAMBOANGA, THURSDAY, TOWNSVILLE, BRISBANE & SYDNEY. For dates of sailing apply at the Company's Office.

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL. BOMBAY via SINGAPORE, MALACCA & COLOMBO. CALCUTTA via SINGAPORE, PENANG & RANGOON.

§ Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 30,000 tons displacement.

Next sailings from Hongkong:

† KATORI MARU ... SUN. 20th Oct. at 11 A.M.
† SUWA MARU ... TUES. 14th Nov. at 11 A.M.

§ Omitting Manila & Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.
T. MOJI, Manager.

Telephone 253 and 255

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	SAT. 2nd Nov.
SIBERIA MARU	20,000	TUES. 12th Nov.
TENYO MARU	23,000	MON. 25th Nov.
SHINYO MARU	23,000	WED. 18th Dec.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE. THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
NIPPON MARU	11,500	Nov. 8th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd., and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM SHANGHAI.
SERVICE TO AND FROM EUROPE.

Ports of call—Shanghai, Hongkong, Haiphong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, apply to

F. RADAMELLE,
Agent,
Queen's Building.

O. S. K.
OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG,
(SUBJECT TO ALTERATION).

GENOA LINE—Monthly service via Singapore, Bombay and Port Said. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.

NORTH AMERICAN LINE—Regular fortnightly services between Hongkong and Peking Sound ports touching at intermediate ports in Japan.

"MANILA MARU" ... THURSDAY, 24th Oct. at 3 P.M.
"CHICAGO MARU" ... SATURDAY, 26th Oct. at 3 P.M.

SOUTH AMERICAN LINE—Every two months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

BOMBAY LINE—Regular fortnightly service for Bombay, calling at Singapore, and Colombo.

JAVA LINE—Monthly service for Batavia, Sourabaya, and Samarang.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

FORMOSA LINE—The steamer will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the Wharf Telephone No. 75 will be fixed.

KEELUNG via SWATOW and AMOY.

"KAIYO MARU" ... SATURDAY, 19th Oct. at 10 A.M.
"AMAKUSA MARU" ... SUNDAY, 20th Oct. at 10 A.M.

TAKAO via SWATOW and AMOY.

FOR SAILING DATES AND FURTHER PARTICULARS

Please Apply to—

K. YAMASAKI, Manager,
No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry) "CHINA" (10,500 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.
"NANKING" ... October 24th.
"CHINA" ... November 18th.

An unsurpassed high-class passenger service.

C. H. RITTER, Freight and Passenger Agent,
Ice House Street, Tel. 1543.

